

INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY OF CHINA, JAPAN, STRAITS, &c., &c., FOR 1896.

With which is incorporated THE CHINA DIRECTORY. This is the THIRTY-FOURTH ANNUAL ISSUE, and will be found as usual to show an advance on preceding years both in fulness and accuracy of information.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Peking to Valparaiso, in both European and Chinese.

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATER.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Finest Ingredients only are used, and the utmost care and cleanliness observed in the Manufacture throughout.

The Water used is proved by repeated Analysis to be Absolutely Pure.

For Coast Ports, Water is packed and placed on board ship at Hongkong prices, and the full amount allowed for Freight and Insurance well repaid in good order.

Controlled Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

All signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

NOTICE TO CORRESPONDENTS

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone No. 12.

P.O. Box 28.

The Daily Press.

HONGKONG, SEPTEMBER 11th, 1896.

THE SMALLNESS OF THE SALARIES paid to the Chinese officials is frequently put forward as an explanation and excuse for their squeezing propensities. It is popularly supposed that they do not get enough, in the way of salary, to live upon, and that they are therefore perforce compelled to eke out their income by irregular means. Some interesting figures were recently published by the China Gazette showing the actual salaries paid in a number of instances, which we reproduce in another column, but we must confess that we do not altogether share our contemporaries' opinion as to the uniform inadequacy of the amounts. It must not be forgotten that in China money goes much further and has a higher value than in England, so much so that in the labour market a coolie goes for as far as a pound in England. A skilled mechanic who in England would earn six pounds a month would be fortunate in China (if we do not refer to the treaty ports) if he got as many taels. The same difference obtains throughout all grades of trades and professions and might equally be expected to be found in official life. But it appears the Nanking-Viceroy receives an official salary of about 10,000 taels, or 16,000 a year. Turning that amount into sterling it comes, in round figures, to nearly £3,000. Seeing that Lord Salisbury as Foreign Minister of Great Britain draws only £5,000, the Viceroy's income does not seem so very small, in fact, if we go on the principle that a tael in China is worth as much as a pound in England, the Viceroy's salary is proportionately very much larger than that of the Prime Minister of England. Comparisons made in respect of the other officials mentioned work out in much the same way. Of course in China there is no pension scheme, nor is there any reliable tenure of office, but that brings us exactly to the weak point of the Chinese system, namely, that the public service is not administered with a single eye to the public welfare, but is regarded as a rich mine to be exploited by the officers for their own advantage, and as the specially lucrative offices are consumed with a desire to get all they can out of them in the time at their disposal. This view is told that the post of Shanghai Tael, which is generally held for three years, is popularly supposed to bring its lucky occupant in a net profit

of three million taels, or, say, half-a-million sterling. It is clear that peculation on that scale cannot be dependent in any degree on the amount of salary received, but that it is part of a recognized and exceedingly vicious system. In what other country of the world would an official be expected to make a fortune of half-a-million in three years? With prizes like this open to them it is easy to understand the strength of the opposition offered by the official hierarchy to any movement for placing the public service on an honest basis. But if any reform is to be attempted it is no use thinking that it can be brought about by a mere revision of salaries; there must be a fundamental alteration in the prevailing idea as to the scope and object of the public service. At present it is regarded by the ruling classes simply as a means of amassing private fortunes; the people they consider are made to be squeezed and the mandarins themselves are regarded as squeezing propensities, some being less greedy than others, but the entire service runs on a basis of retentiveness and corruption.

THE T. & O. steamer *Moscow* left Singapore for this port on the 9th inst. at 3 p.m.

The R. & A. steamer *Australian*, from Sydney, left Port Darwin for Timor and this port yesterday.

The N. P. steamer *Olympus* left Thonon for Hongkong on the 10th inst. at 10 a.m.

The C. P. steamer *Empress* of Japan arrived at Nagasaki at 6 a.m. yesterday and left at 4 p.m. for Hongkong.

Lieut. J. T. Sterling, Coldestream Guards, A.D.C. to H.E. the Governor, has been promoted to the rank of Major.

The N. G. I. steamer *Bianco* left Bombay for this port on Wednesday and is due here on or about the 17th inst.

The C. P. steamer *Empress* of India, arrived at Kobe at 10 p.m. on Tuesday, and left at 7.30 p.m. on Wednesday for Vancouver via Yokohama.

The German mail steamer *Bayern* left Shanghai via Foochow yesterday morning at 8 a.m. and may be expected here on or about Monday, the 14th inst., at daylight.

The Portuguese transport *Africa*, Captain de Sousa, arrived at Singapore on the 1st September from Mozambique, via Colombo, on her way to Timor with 314 troops.

Mr. F. A. Carr, Commissioner of the Imperial Maritime Customs, left on Wednesday by the steamer *Harbin* for Haiphong, on route to the new Customs station of Senao, of which he is to take charge.

By the homeward mail yesterday (says the *Strait Times* of the 8th September), there were three deaths in the *Strait Times*, namely, the actor of a telegraphic request, by the American Dramatic Club of Hongkong. Rehearsal will now commence in earnest.

In the military intelligence of the *Times* of India it is stated that a notification has been published to the effect that the titles of *Viceroy* and *Governor* are to be changed to *Royal Highness* (Viceroy) and *Royal Highness* (Governor) respectively.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

NOTICE TO CORRESPONDENTS

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone No. 12.

P.O. Box 28.

The Daily Press.

HONGKONG, SEPTEMBER 11th, 1896.

THE SMALLNESS OF THE SALARIES paid to the Chinese officials is frequently put forward as an explanation and excuse for their squeezing propensities. It is popularly supposed that they do not get enough, in the way of salary, to live upon, and that they are therefore perforce compelled to eke out their income by irregular means. Some interesting figures were recently published by the China Gazette showing the actual salaries paid in a number of instances, which we reproduce in another column, but we must confess that we do not altogether share our contemporaries' opinion as to the uniform inadequacy of the amounts. It must not be forgotten that in China money goes much further and has a higher value than in England, so much so that in the labour market a coolie goes for as far as a pound in England. A skilled mechanic who in England would earn six pounds a month would be fortunate in China (if we do not refer to the treaty ports) if he got as many taels. The same difference obtains throughout all grades of trades and professions and might equally be expected to be found in official life. But it appears the Nanking-Viceroy receives an official salary of about 10,000 taels, or 16,000 a year. Turning that amount into sterling it comes, in round figures, to nearly £3,000. Seeing that Lord Salisbury as Foreign Minister of Great Britain draws only £5,000, the Viceroy's income does not seem so very small, in fact, if we go on the principle that a tael in China is worth as much as a pound in England, the Viceroy's salary is proportionately very much larger than that of the Prime Minister of England. Comparisons made in respect of the other officials mentioned work out in much the same way. Of course in China there is no pension scheme, nor is there any reliable tenure of office, but that brings us exactly to the weak point of the Chinese system, namely, that the public service is not administered with a single eye to the public welfare, but is regarded as a rich mine to be exploited by the officers for their own advantage, and as the specially lucrative offices are consumed with a desire to get all they can out of them in the time at their disposal. This view is told that the post of Shanghai Tael, which is generally held for three years, is popularly supposed to bring its lucky occupant in a net profit

REUTERS' TELEGRAMS.

(Continued from "Daily Press.")

LONDON, 10th September. THE REBELLION IN MASHONALAND. Chief Mankoni, the leader of the Mashonaland rebels, has been captured and shot after a long and bloody fight.

THE SCOTLAND CHAMPIONSHIP. Glasgow, the American sculler, has beaten Stanley, the Australian, in a race for the Scotland Championship of the World.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

made by the defendants as to the meaning they intended to convey in publishing them. It did not matter what they intended. The jury had to consider what the defendants would be placed upon by the evidence. The jury found that the defendants were guilty of libel.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

THE EMPEROR WILLIAM ON THE COAST OF SWITZERLAND. The Emperor William, at a banquet at Garmisch, after the departure of the Car, said that the Car desired only to employ his troops in the service of civilization and the protection of peace.

Apollo

"THE QUEEN OF

"More whole

aerated water whi

SOLE

CARLOW

HONGKONG, CANTON, SHANGHAI

INTIMATIONS

MITSUI BUSSAN KAISHA
No. 8, QUEEN'S ROAD, CENTRAL.

Head Office : TOKYO.

Branch Offices : LONDON, NEW YORK, HON-
GAI, SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG, and all Ports in
JAPAN.

AGENCIES :—

Milko Coal Mines.
Onoda Cement Works.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills,
Cotton Cleaning and Weaving Co.,
Shanghai.
Onoda Cement Company, Japan.
Kangafuchi Cotton Spinning Mill.
Tokyo Cotton Spinning Mill, Japan.
Nishikawa Cloth Factory.

Hongkong, 6th July, 1894. [229]

INSURANCE.

£-AUGMENTED CAPITAL £3,000,000 £ s. d.
 SUBSCRIBED CAPITAL £ 750,000
 PAID-UP CAPITAL £ 637,500 0 0
 FIRE-INSURANCE 637,500 0 0
 MARINE 1,000,000 0 0
 AGENTS for the above Company are
 prepared to ACCEPT RISKS against FIRE at
 Current Rates.

SHEWAN, TOMES & CO.,
 Agents.
 Hongkong, 23rd July, 1906. (153)

EMPIRE ASSURANCE CORPORATION, LIMITED.
FIRE AND MARINE.

BANKS.

T. JACKSON, Chief Manager.

Hongkong, 1st August, 1895. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1857.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP	£800,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£350,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances

TO LET

C. Padder's Hill.

Hongkong, 1st January, 1892.

TO SHIPMASTERS

INQUIRE where your **FRESH WATER**
is obtained by the Water Boats, as **FRESH WATER** is the cause of much sickness on board ship.

We are the **ONLY WATER BOAT COMPANY** in **HONGKONG**, **EXCLUSIVELY** supplying **FILTERED WATER**.

CALL FLAG W.
J. W. KREW & CO.,
STEAM WATER BOAT COMPANY.

Hongkong, 9th October, 1891. '1405

COMMERCIAL.

China Mutual	25	1/2, sellers
Do Prof.	20	1/2, 10, sellers
Donghai S. S. Co.	25	1/2, sellers
H. Canton and N.	115	1/2, 35, 50, sellers
Huo-Ching S. M.	20	1/2, 37, sellers
Wanchai Wareh. Co.	37 1/2	1/2, 35, buyers
Watson & Co. A. S.	10	1/2, 13, sellers
J. Y. Y. VERNON, Broker.		
OPUM		
Allowance.		
New Malacca (this year's) ..	\$720	5 1/2 to — entire.
New Malacca (last year's) ..	\$130	1 1/2 to 4 1/2 "
Old Malacca, 2 1/2 years ..	\$40	1 to 2 1/2 "
Old Malacca 4 1/2 years ..	\$700	1 to 2 1/2 "
Old Malacca 6 1/2 years ..	\$700	1 to 3 "
New Malacca ..	\$72 1/2	1 to 1 1/2 "
New Malacca ..	\$72 1/2	1 to 1 1/2 "

VESSELS EXPECTED

For Shanghai.—*Per Eneryce*, to-day, the 11th inst., at 11.30 a.m.
 For Saigon.—*Per Desidero*, to-day, the 11th inst., at 11.30 a.m.
 For Singapore and Penang.—*Per Lyngboen*, to-day, the 11th inst., at 4.00 p.m.
 For Singapore, Samang and Sourabaya.—*Per Onang*, to-morrow, the 12th inst., at 11.30 a.m.
 For Shanghai.—*Per Lyngboen*, to-morrow, the 12th inst., at 3.30 p.m.
 For Shanghai, Kobe, Yokohama, Victoria, B.C., and Tacoma.—*Per Tacoma*, to-morrow, the 12th inst., at 5.00 p.m.
 For Singapore, Penang and Calcutta.—*Per Xangra*, on Tuesday, the 14th inst., at 11.00 a.m.

ITALIAN CLARET

No. 28, STANLEY STREET

W. ROBINSON & CO.

150 PIANOS FOR
HIRE OR MONTHLY
PAYMENTS.


—

PIANOS REPAIRED
EQUAL TO NEW—
WORK WARRANTED.

TUNING BY
EXPERIENCED MEN ONLY.

—

SECOND HAND
PIANOS CHEAP.



"POPULAR" AND
"CREMONA" MODELS
\$900, \$850—\$385

5 & 6 OCT. PIANOS
\$175—\$225.

ALL GUARANTEED
FOR CLIMATE.

ILLUSTRATED
CATALOGUES FREE.

MUSIC, STRINGS, AND
MUSICAL INSTRUMENTS



"THE QUEEN OF TABLE WATERS"

"More wholesome than any
aerated water which Art can supply."

THE TIMES.

SOLE AGENTS:
CARLOWITZ & CO.,
HONGKONG, CANTON, SHANGHAI, TIENTSIN AND HANKOW

THE Proprietors of the above-named Shop
 beg to announce to the European Com-

Sole Agents for Hongkong & S. Watson & Co.
 Hongkong, 22nd May, 1896. [1234]
SIAM TEAK TIMBER.

thereon, which land and buildings are estimated by Messrs. Palmer and Turner to be of the

Most EFFECTIVE and BEST
PRESERVATIVE for TIMBER
against
DECAY, DRY ROT, and WHITE ANTS, etc.
F. BLACKHEAD & CO.,
Sole and Sub. Eng'rs.

Sold in pint bottles throughout the world

SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal).
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1895. 11206

Victrola Peak	—	—	—	8	1	—
Gap Rock	29.74	—	—	5	2	—

Humidity	75	40	84
Direction of wind	ESE		ESE.
Force	2	11	1
Weather	c		b
Rain	—	0.62	—

Highest open air temperature on the 5th 37°
 Lowest open air temperature on the 5th 36°

F. G. FIGG, First Assistant.

be despatched on WEDNESDAY, the 16th instant, with Mail to the United Kingdom.

ANNUAL SALE SIX MILLION BOXES.
The 1s. 1st. Box contains 50 Pills.
Price 50 Cents.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helena, ENGLAND.
SOLE AGENTS for Hongkong and the

THE BORNEO COMPANY, LIMITED
BANGKOK

Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
 Hongkong, 3rd May, 1895.

Hongkong, 20th February, 1896. 1507

20421
Sole Agents.
AMERICAN SYSTEM
OF
DENTISTRY

FOR SALE.

FULLERONS TO THE IMPERIAL AND ROYAL
 COURT AT BERLIN AND TO THE IMPERIAL
 COURT OF RUSSIA.
 MONOPOLE RED SEAL (medium dry).
 Do. "see" RED FOIL } (dry).
 Do. GOLD FOIL }
 DRY Do. do. (extra dry).

Hongkong Observatory, 10th September, 1886.

Day	Time	Wind	Temp	Humidity	Clouds	Pressure	Sea	Visibility
Mon.	14	m 0 33	9.11	m 8 18	-0.2			
Tues.	16	m 4 54	2-2	e 5-54	-2.1			
		m 1 34	11.1	m 10 21	-0.5			
		No inferior	high	nor low	water			
Wed.	10	m 0 2	4.9	m 11 35	-0.6			
		No inferior	high	nor low	water			
Thurs.	17	m 4 38	4.8	m 0 27	-0.7			
		5 33	2.9	11 9	2.7			

The height of mean water level has been determined from the

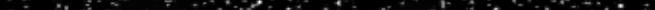
EMPIRE of CHINA:— WATKINS & CO.,
751 66, Queen's Road Central, Hongkong.

& Co.
LYEENCOON, Ger. str., Heuermann—Siemssen
& Co.
MOUNT LEBANON, Brit. str., McLean—Shewan,
Tomes & Co.
PARAMITA, Amer. ship, Soule—Strickland
Oil Co.

J. E. WHITE & BROS.

1

62, QUEEN'S ROAD CENTRAL.



CARLOWITZ & CO.,

tidal observations of 1887 and 1888, at 5.87 feet above zero of the tide-gauge at the Kowloon Tidal Observatory; and the

100

PETRARCHI, Ger. str., Schall-Wieler & Co.
PROPONTIA Brit. str. Farrand-Chinese

NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAM PACKERS
FROM MIDDLESBRO, LONDON, AND
STRAITS.

THE Steamship
"GLENHIEL"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Options cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 11th inst. will be subject to sale.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 18th inst., otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 4th September, 1896. [2949]

"RICKMERS" REGULAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, ANTWERP, AND HAMBURG.

THE Company's Steamship

"DOROTHEA RICKMERS"
having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriters before Noon on the 11th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th inst. will be subject to sale.

Options Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Bills of Lading will be countersigned by ARNOLD, KARBURG & CO., Agents.

Hongkong, 4th September, 1896. [3041]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"MOGUL"
FROM GLASGOW, LIVERPOOL, MIDDLESBROUGH, AND STRAITS.

Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the Wharves delivery may be obtained.

Options Cargo will be forwarded unless notice to the contrary be given before 4 P.M. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining in the Godowns after the 11th inst. will be subject to sale.

All claims against the steamer must be presented to the Underwriters on or before the 10th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & CO., Agents.

Hongkong, 4th September, 1896. [1994]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOHEILA"
FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above steamer are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the Wharves delivery may be obtained.

Options Cargo will be forwarded unless instructions are given to the contrary before 10 A.M. To-morrow.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 5th September, 1896. [1]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"MENELAUS"
are hereby notified that their Goods are being discharged into Godown, and/or landed at the Godowns of the Underwriter, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery on and after the 9th inst.

Options Cargo will be forwarded unless instructions are given to the contrary before 10 A.M. To-morrow.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO.
NOTICE TO CONSIGNEES

THE following CARGO, unless claimed within SEVEN DAYS, will be SOLD by Auction for benefit of the concerned parties.

11/1/96
R. M. W. 1 case MARCHANDISE, 11/1/96
T. S. 2 boxes OLD COPPER, 24/11/94
H. L. 1 bundle OLD COPPER, 24/11/94
J. L. in 6 cases IRON, 22/5/95 (diamond)

BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th September, 1896. [2961]

VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to the very cheap rates offered by the Line to the Pacific Coast and to the American and Canadian Cities of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First class Table. Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK \$350.

Rates of Passage to other Ports on route. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TACOMA, 2,549 Tons, Sunday, Sept. 13.

VICTORIA, 3,167 Tons, Monday, Sept. 21.

OLYMPIA, 2,608 Tons, Friday, Oct. 3.

BRAMER, 3,601 Tons, Tuesday, Oct. 27.

TACOMA, 2,549 Tons, Friday, Nov. 17.

THE Steamship

"TACOMA"
Captain Whistler, N.M., sailing at Noon, on the 11th inst., will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Korea, and to Canada and to the United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and copy must be sent forward by the steamer to the Office of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. of the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 20th August, 1896. [9]

FOR SINGAPORE, HAYE, AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offered.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"AGLATA"
Captain L. Madsen, will be despatched for the above ports on TUESDAY, the 15th inst., at Noon.

This steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 5th September, 1896. [2065]

FOR SINGAPORE, PENANG, AND MALACCA.

THE Chartered Steamship

"KANGRA"
Captain G. D. Clarke, will be despatched for the above ports on TUESDAY, the 15th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSON, SOBS & CO., Agents.

Hongkong, 3th September, 1896. [2058]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE"
Captain Feltner, will leave for the above places on or about WEDNESDAY, the 15th inst.

For Freight or Passage, apply to

SANDER & CO., Agents.

Hongkong, 10th September, 1896. [3]

"SHIRE" LINE OF STEAMERS.

FOR BRISBANE, SYDNEY, AND MELBOURNE.

VESSELS ADVERTISED AS LOADING.

	DESTINATION.	VESSEL'S NAME.	FLAG & REG.	CAPTAIN.	FOR FREIGHT APPLY TO.
	LONDON & LONDON VIA MARSEILLES.	Kaiser-Hind	Brit. str.	Daniel	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Shanghai	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Canton	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Tokyo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Yokohama	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Malacca	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sumatra	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Java	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Borneo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Philippines	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Mindanao	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Sulu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Cebu	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Iloilo	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Manila	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Batavia	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Singapore	Brit. str.	Cornwall	P. & O. S. N. Co.
	LONDON VIA RUSS CANAL.	Penang	Brit. str.	Cornwall	P. &